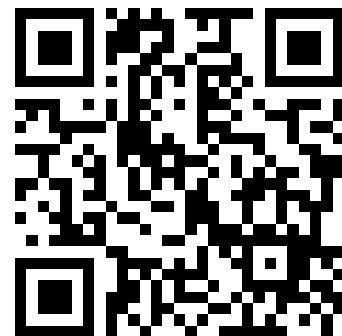

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MEMOIR of a CHART
of the
NW COAST of MADAGASCAR,

by
Capt. *David Inverarity*,
1803;

and
COMORO ISLANDS,

by
The Hon: *Thomas Howe*,
1766.

Published at the Charge of the East India Company,

by

Dalrymple.

1806.

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MEMOIR of a CHART
of the
NW COAST of MADAGASCAR
and
COMORO ISLANDS.

3d Sept. 1806.

I HAVE had repeated occasions to acknowledge, on behalf of the Public, the important Communications of Captain *David Inverarity*, a Gentleman with whom I have no personal acquaintance, not having ever even seen him, who, therefore, from public motives *only*, could have sent to me the valuable Works that He has sent: But the last of these Communications is not the least important. Viz.

1. This *Chart* of the NW Coast of MADAGASCAR.
2. A *Chart* of *Passandava*, &c.
3. *Nareenda* and *River Luza*.
4. *Majambo*.
5. *Bembatooka*.
6. *Mozambique*.
7. *Inhamban*, and *Coast* adjacent to *Cape Corientes*.
8. *Delagoa*.

with numerous *Views* of the *Land*, which speak for themselves.

When our antecedent *knowledge*, or rather *ignorance*, of *these parts* in general, is considered, Capt. *Inverarity's* merits must appear in a very conspicuous light; especially when it is mentioned that He was not *officially employed* in *examining* and *describing* these *Coasts*, but

B

that

that all These Charts were the *energies* of an *active mind*, devoting a *portion* of *his attention* to the *Public Service*, during the ordinary occupations of Commerce and Navigation in a trading Voyage! If Every Navigator was to exert his endeavours with the same zeal, as Capt. *Inverarity* has done, *Hydrography* would make hasty strides towards a compleat knowledge of the Coasts of that Globe we inhabit; But Few Men are endowed by Nature with such distinguished Faculties, as Capt. *Inverarity* has evinced: although it appears He was then afflicted with a bad state of Health, which He modestly urges as an Apology for not having done *more*.

Besides the *Instructions* and *Remarks*, inserted on each *Chart*, in the *Bombay Gazette* is the following *General Description*, which I received from my *Friend* Capt. *Horsburgh*; I have not seen the *Bombay Gazette* itself.

Extract from the Bombay Gazette, 21st Sept. 1803.

“ *Nautical Information* communicated

“ by Capt. *David Inverarity* of the Ship *India*.

“ *THE Passage*, to the *Eastward* of the *Island Madagascar*, to *Bombay* from *Europe*, in the *SW Monsoon*, having become pretty general of late years, It is necessary that Ships having passed *Cape Ambre*, should be very cautious in crossing the *Latitudes* of the many *Islands* that are in these Seas, particularly in the night time, in consequence of their *Longitudes* being very indifferently ascertained. In my passage from the *NW Coast* of *Madagascar* to the *Seychelles*, made the *Island* called

called by *Heather*, *Alphonsina*; and lying by his Chart in $7^{\circ}. 5'. S^{\circ}$ Latitude, and $54^{\circ}. 16'. E$ Longitude from *Greenwich*. Its true Situation is in Latitude $7^{\circ}. 3'. 30''. S$, and Longitude from *Greenwich* $52^{\circ}. 20'. E$, ascertained by sights on both sides of the *Moon*, and corresponding with our *Landfall*, the *Island of Seychelles*, two days afterwards. This Error, of 116 miles in *Easting*, almost induced me to suppose it a *new discovery*, but it agrees so nearly with *Heather's* Situation in Latitude, that it certainly must be the same. Due *South* from the *Island Alphonsina*, lyes a *Sand Bank*, even with the *Water's edge*, distant from the *Island* 3 or 4 leagues, with an extensive reef of *Breakers* running from the *Sand* in a NE and SW direction: this *Sand* makes the *Navigation* here the more *dangerous*, as there are no *Soundings* within a mile of it. The *Easternmost* of the *Amirante Islands*^a are also very erroneously laid down, as I passed over their Situation laid down in *Heather's Chart* and saw no *Land*, in a very clear day, from the *Masthead*. I therefore should suppose that their Situation is also *too much Easterly*.—With regard to the NW Coast of *Madagascar*, it has been hitherto *so little known*, that One would suppose that *European Ship* had never been on it. I surveyed a *Track of Coast*, from *Table Cape* to *Cape St. Sebastian*, about 300 miles, and found some of the *finest Bays* in the *World*,

^a I suppose these are the *Islands* to the NEward of the *Seychelles*. The *Portuguese* named the whole, "*Islas do Almirante Don Mascarenhas*." The *English* have given the name *Almirante* to the *Westernmost*, which the *French* now call *Seychelles*, and *Mascarenhas* to what they name *Praslin*: M. D'Après calls the whole *Isles Mahé*, from M. *Mahé de la Bourdonnais*, who sent to examine them in 1744.

World, supplied with every article of Refreshment, that a fleet of Ships could stand in need of, also, apparently, *Spars* fit for *Masts* and *Yards* of any dimensions, inhabited by an inoffensive race of men, who are very *shy* of *Strangers* until acquainted with their business. If ever the *English Government*, should have a Settlement on this *Island* of consequence, I should certainly recommend *Bembatook*, called by the Natives *Bembatooka*, as one of the most commodious, healthy, and easy of access, being near the *Capital* of the *Country* (the King of which, is cordial to *Strangers*), and supplied us with as fine *Beef* as any in the *World*, at the moderate price of *one to two Spanish Dollars* each *Bullock*. The *Merchant* will also find this a most excellent *situation* for *Trade*; the *Country* supplying many *Articles*, as well as a *Sale* for *East India Goods*. Its vicinity to the *East Coast* of *Africa*, and I may also say *New Holland*, where a large *Supply* of *Live-Cattle* may be sent, if wanted, in a short time: These *Objects*, in a *political point* of *View*, ought not to be overlooked. The *French* purchase, in *this part* of the *Country*, their *Slaves*, and *Cattle*, which are drove across the *Island* to *Fort Dauphin*, by the *Seckclavas*, or natives in the *Fort Dauphin District*, who bring *Dollars* for that *Purpose*, the *French* putting implicit confidence in those Men, who seldom betray their trust.

“ At *Bembatooka*, *Beef* may be salted equally well as at *Fort Dauphin*, where the *French* salt their *Provisions* for their *Europe Ships* as well as their *Colonial Consumption*. There is no *Pork* to be had, here, except the
Wild

Wild Hog, which is in *great plenty*. *Rice* may be had in *any quantity* at *two Gamels the Dollar*; The *Gamel* weighing 38lb *English*. It is necessary to speak in time to the *Natives*, as the *Grain* here is generally purchased in *Puddy*, and beat out as they consume it. The *General Chart* of the *NW Coast of Madagascar*, as well as the *particular ones* of all the *Bays* on the *Coast*, I have sent home to Mr. *Dalrymple*, also a *Chart* of *Mozambique Harbour*, and one of *Inhamban Bay* and *River* on the *Coast of Africa*, which are much wanted, there being nothing of this kind before *The Public*."

I also have from Capt. *Horsburgh* the Copy of a Letter from Capt. *Inverarity* to Mr. *Hall* at *Madrass*, viz.

" In my passage from *Cape Amber* (the N^o End of *Madagascar*) to the Island of *Seychelles*, I fell in with an *Island*, supposed from its *Latitude*, to be *Alphonso*, or *Alphonsina*, in sight of which I had a Meridian Altitude, and several sights of ☉ and ☾, from which I made its *Latitude* 7°. 4'. S, and *Longitude* 52°. 21'. 4 E from *Greenwich*.^{*} *Five Leagues* due South from this Island lyes a *Sand*, 5 or 6 feet above *water*, and extends NE and SW about 5 or 6 miles: This *Land* is surrounded with a *Reef* on which the *Sea breaks very high*. The situation of *Alphonso* is so much more to the *Eastward*, that I almost doubt
" whether

* Capt. Osborn, in H. M. Ship *Tremendous*, 29th March, 1802, Lat. A. 7°. 7'. S, and Long. Ch^r. 53°. 14'. E, saw *Alphonse* SEbE, dist. 4 miles. It is about 3 miles in length from North to South, and at 4 or 5 leagues to Southward of it are *Two low sandy Islands*, no *Trees* on them. *D*

"whether it is the same or not. My Longitude I am
 "certain is right, as I had several Sets of Sights on
 "both sides of the Moon, all of which corresponded,
 "when I made the *Seychelles* two days afterwards.

Signed "David Inverarity."

To this was added

"Positions of Places laid down by Capt. Inverarity.

	Latitude S°.	E. Longitude fr. Greenwich.	Variation 1803.	High-water full & change.	Rise of Tide.
Bayana Bay, on NW side of Madagascar	15° 38'. 0"	46° 6'. 0"			
Bembatooka Bay, d°.	15. 50.	0. . 46. 33.	0. . 17° 28' W.		
Majambo Bay, . d°.	15. 9.	0. . 46. 6.	0. . 16. 25. . 5 ^b	0 ^m	13 feet.
Noss Sencasse, Island at entrance of Nareenda Bay . . . d°.	14. 31.	0. . 47. 45. 30.	15. 50. . 4. 45.		
Mambacool, or Dalrymple's Bay, d°.	13. 31.	0. . 48. 9.			

Recommended as particularly safe and commodious for *wooding, watering, and refitting* Ships, and in coming in to keep the *West Point of Entrance* on board; This Bay is not *inhabited*, but abounds with *Fish*.

Passandava Bay.	13. 45. 30. . 48. 24. 15. . 14. 45.
The Town . d°.	
West Island, off Cape St. Sebastian d°.	12. 28. 0. . 48. 54. 0. . 14. 0. near'd.

Bullocks and Refreshments, Wood and Water, to be procured in *great plenty*, and *most reasonable Terms*, at all the above Places: The *Inhabitants*, *inoffensive*, and *fair dealing*, *hospitable People*.

English River, in Dela- goa Bay, East Coast of Africa, . . d°.	25. 18. 0. . 32. 41. 0. . 28. 7. . 5. 15. . 14 feet.
Cape Corientes, from his Chart, d°.	24. 1. 40. . 35. 51. 20.
Inhamban, d°.	23. 51. 40. . 35. 42. 20. . 25. 10.
Mozambique . d°.	15. 1. 30. . 40. 46. 38. . 18. 40. . 4. 15. 12 feet."

My

My much lamented and respected Friend, the late Hon: *Thomas Howe*, having, in his different voyages to *India*, in the *Winchelsea* and *Nottingham* Indiamen, which he commanded in 1762 and 1766, taken many *Bearings* of the *Comoro Islands*, from which He constructed a *Chart* of these *Islands*, I have thought it would be a valuable addition to Capt. *Inverarity's* NW Coast of *Madagascar* to insert, from Mr. *Howe's* original MS, the *Comoro Islands*; and to preserve his *Bearings* and *Remarks* in the APPENDIX to this *Memoir*.

Mr. *Joseph Lindley* has favoured me with some elegant *Sketches* made during his voyage to *India* in the *Henry-Dundas* Indiaman in 1787, in which voyage he had an excellent *Pocket-Arnold-Chronometer*, and as Mr. *Lindley* was very assiduous in observing the Distances, I have adopted his *Longitude* of *Valentine's Peak* on the *Island Mayotta*, which by Mr. *Howe's* Plan adjusts the position of the other *Comoro Islands*.^a I think it proper also to publish the *Remarks* for which I am indebted to Mr. *Lindley*. Several of the East
India

^a According to Mr. *Lindley*, the *Longitude* of *Johanna Peak* is per Chron. 44°. 38'. and by 40 Obs. of D 44°. 44' E. I had formerly assumed 44°. 30'. as the *Longitude*, which I supposed rather to exceed than fall short of the Truth; Capt. *Bissell* makes the *Longitude* 44°. 1'. O and D, taking his *Longitude* of *Saddle Island* 43°. 44'. and adding 17'. to bring it to the *Peak*: But it is surprising that amongst so many Ships that have passed this way, I have not found *Chronometer Observations*, satisfactorily to ascertain the *Longitude* of *Johanna*, to ascertain the *Longitude* of which, precisely, is less an object of attention to Navigators, from its being *high Land*.

India Company's Ships have fallen in with *Mayotta*, mistaking it for *Johanna*, as both Islands have a small *Saddle Island* at their NW Point; I have profited by several *Sketches* made in those *Ships*, especially by a *Plan* made by Mr. *Watson*, in the *Norfolk*, 1754, to which Capt. *Pigou*, in the *British King*, 1762, added many *Soundings*. The detail of the East Coast is taken chiefly from Van Keulen's Plan.

I have inserted also The *Banks* of which I have any Account, in the antecedent Publications of *John Thornton*, *Van Keulen*, M. *D'Après*, Editions 1753 and 1755. In the former Edition, he has marked *Soundings* on a *Bank*, on which, in the last Edition, he has omitted the *Soundings*, but marked a *Rock* or *little Island*, and has added two other *Banks* or *Shoals* to the Eastward.

John Thornton in his *East-India Pilot*, commonly called The *Wagoner*, 1703, marks, both in his *General* and *Particular Chart*, a *Shoal* discovered by the *Firebrass* in 1682; I cannot find *That Ship's Journal* in The East India Company's Collection; There are *no Soundings* marked in *John Thornton*, but *Samuel Thornton*, in the *Edition* 1711, has added *Soundings* in the *General Chart* around it, and *Van Keulen* has inserted the *same Soundings* in the *particular Chart*, which a Modern Chart has, I do not know on what authority, transferred to the *interiour* of the *Shoal*: but I suspect it to be one of those arbitrary alterations, by which
Charts

Charts are every day corrupted: In this Instance, of great importance, for thereby, instead of a *Shoal*, as formerly described, it is represented as a *Bank*, with *no less* than 10 fath^s. water on it, which, if the fact, would make it in no degree dangerous to Ships of any size.

I think it very probable there are many *undiscovered Shoals* between *Madagascar* and the *Comoro Islands*, of which Ships, who pass that way, ought to be on their guard, as Navigators too frequently consider a *blank* in a *Chart*, to denote a *clear Sea*, whereas it only means that the *Space* is *unknown*.

I have already published many *Plans* of the *Comoro Islands*, to which I refer without farther Remark; but having in the *Memoir* to the *Chart* of the *Indian Ocean* mentioned some of the *Dangers* and *Banks* about these *Islands*, I think it will not be amiss in this Place to repeat what I have said in that *Memoir*, especially as this *Plate* of the *NW Coast* of *Madagascar*, into which I have inserted the *Comoro Islands*, does not comprehend the *Sea* to the *Westward* of the *Islands*.

“ The position of the *West Coast* of *MADAGASCAR* is adjusted by the Honorable *Thomas Howe's* Observation of an Eclipse of the 1st Sat. of 24, at *St. Augustin* 44°. 8'. E.—

c

“ The

" The Longitude of the *East Coast* of MADAGASCAR is adjusted by M. *Le Gentil's* Observations at land, viz. *Fort Dauphin* $46^{\circ}.49'$. *Foul Point* $49^{\circ}.55\frac{1}{2}'$. E, *Mouth of Antisirac River* in *Anton Gil Bay* $50^{\circ}.25'$. E: the configuration from M. *D'Après' Charts*, of which I have published copies, having reduced them to an uniform scale: The *North Coast* is taken from a MS by M. *Sirandrè*; and the *NW Coast*, as far as *Manigar*, from *Wilde's Chart*, at the BRITISH MUSEUM, which I have also published; but *Wilde* did not see the *Coast* from *Manigar* to *Cape St. Andrew*." ^a

" The *COMORO Islands* are laid down from a MS of the Hon. Mr. *Howe*; the *relative positions* and *extent* of the *Islands* being determined by *his own Observations*; their *figures* in part regulated by *Van Keulen's Plans*: I have assumed the Longitude of *Johanna* $44^{\circ}.30'$. E from
» Ob-

^a " From C. St. Andrew, to Bally and Manigar.			
by Wilde	$0^{\circ}.42'.E$	.	$2^{\circ}.17'.E$
John Thornton	$0.54.$	.	$1.42.$
Van Keulen	$1.0.$	.	$1.54.$
Sibbald	$1.0.$	.	$3.0.$
White	$1.20.$	.	$2.46.$
Holst. (admitting a mean dist. of Bally) . . . . .		.	$2.11.$

Mean $0.59.$. . $2.18.20.$

This Space I have been obliged to contract to $0.48.0.$

I think it impossible that this can be true: but whether the error be in the direction of the *East* or of the *West Coast*, I am not able to say; and an erroneous alteration of them, would have worse effect to Navigators, than in this Coast, where it only alters the *Scale* and not the *Bearing*.

» Observations ; I believe this rather exceeds, than falls short of the truth.^a

“ The *S. Lazarus Bank* in 12° . S, has been sounded on by several English Ships, viz. *D. Dorset*, 1737, in 11° . $56'$. S, 1° . $10'$. E from the *Main* ; *Edgecote*, 1757, in 12° . $4'$. S, 1° . $12'$. E from *Quirimbo*, and *Raymond*, 1784, in 12° . $13'$. S, about 0° . $33'$. E from *Cape Delgado* ; but it is not compleatly examined ; the *Portuguese Pilot Books* describe it to be dangerous ; I have marked it according to a *Portuguese MS* ; But, two of the English Ships reckoning it farther off the *Coast of AFRICA*, I have also marked it in the position they assign to it : although I am not convinced they are *different shoals* ; it is surprizing that these Ships did not see *Comoro*, if they were so far to the Eastward.

“ The other *Shoals* or *Banks* adjacent to the *Comoro Islands*, are

- “ 1. A *Shoal* but no *Breakers*, 3 leas. from the SW point of *Comoro* ; the *Shoal* is 5 or 6 leas. long, NW and SE ; the *S^o Part*, at half-flood, has 6 fath^s. and at the NW *Point* is 4 fms, also at half-flood. Manoel Pimentel.
- “ 2. *Breakers* about 8 or 10 leas. to the Westward of *Comoro*, seen in the *Devonshire*, 1764, it appeared to be about 2'. in length, and to run NE and SW.

“ 3. *Reef*,

^a Mr. *Lindley* makes it *more*. Vide Note ^a P. 7.

- “ 3. *Reef*, ENE 4 or 5 leas^s from *Mayotta*, seen in 1713
by the Ships *Lys*, *Brillac*, and les *deux Coronnes*,

it bore NWbN 2 leas^s when N Point *Mayotta* NWbW

S Point . . . SWbW 6 or 7 leas^s dist.

M. D'Après.

- “ 4. The *shoals* discovered by the *Firebras* 1682, to the
ESE of the N° Point of *Mayotta*, distant from
the nearest part of that *Island* about 40'. Thornton
does not mark any *soundings*, but I have
added the *soundings* from Van Keulen.^a

Thornton's Chart.

- “ 5. The other *shoal* nearly on a Meridian with the
East Part of *Mayotta*, in Lat. 13°. 36'. S, to
14°. 14'. S, but Thornton gives no intimation
when or by whom discovered; nor what depth
is upon it: for *dotting* the *Banks* is by him
used indiscriminately to denote *soundings*, *shallow water*, and *dry Banks*. Thornton's Chart.

“ The Existence or non-Existence of the *Island John Martins*, or *Little Comoro*, has been a question in dispute almost ever since the first Navigation of the Europeans in these Seas.

“ In 1600 *Aleixo da Mota* saw it very distinctly in the passage to *Goa*: being in sight of *Comoro*, the winds died away and the Currents carried him into sight of this *Island*: having observed the ☉, he found *It* was in
10°.

^a Vide P. 8. Whence it appears the Soundings were inserted into the Edition of 1711 by *Samuel Thornton* in his General Chart.

10°. 20'. S. he saw the Islands *Oibo* and *Querimbo* next day, he says, it is *small, low*, and covered with *trees*: Pimentel reckons it 35 leas. to the Eastward of *Cape Delgado*.

“ *Pimentel* observes, that, notwithstanding what *Aleixo da Mota* has said concerning this *Island*, almost all the Modern Pilots, who have navigated these parts, deny that there is such an *Island*: and so also say some old Nautical Instructions: but those who deny the existence of this *Island*, he adds, may have passed it without seeing it, for it is very small and low. A Pilot, in February 1700, who here turned to windward for many days with contrary winds, affirms that he saw it; that, it is a *small Island*, not a full half-league long, nor half broad; *very low* even with the waters edge, *full of trees*, with a *sandy beach* round it, and very steep, as the Sea only broke on the *shoar*, and that this *Island* appeared exactly like the *Ilha das Arvores* on the *Coast of Angora*, and that it is not to be seen at above 2 leagues distance; as this Pilot had no observation of the ☉ for several days, he was by account in 9°. 50'. S, when he saw this *Island*. *Pimentel* says, however, it may possibly have been *Aro* that this Pilot reckoned *John Martin*, for, adds he, it is said on good ground that the *Islands of Aro* are *two*, and he only saw *one*, turning on one tack and t'other a whole day.

“ This supposition is entirely incompatible with *Aleixo da Mota's* information, that he saw *Oibo* and *Querimbo*
next

next day;^a as the *Aro* Islands, called *Atques* by *Thorn-ton*, *Arco* in *Linschoten*, and *Albadra* in *Janson*, lye to the N Eward of *Comoro*, and have been seen by several Vessels in modern times.

“The only mention I can find made of *Little Comoro* in any Modern English Journal, is in that of the *Valentine* 1777.

“On 28th May Lat. O. 12°. O'. S, *Johanna Peak* bore SWbS.

29th H. weather. winds. course. K.F. At ☉ set *Johanna* Ext. { S.
SSW $\frac{1}{2}$ W.
1. . f. . S. . N. 3. body SbW $\frac{1}{2}$ W 8 lea^a.
2. 4. . . . NNE. 8. 2.
5. sq. & r. . . . 3. 2.
6. . . . SWbS. . . 4.
7. P.M. } 62. 2. { At 10 A.M. Saw *Little Comoro*
8. A.M. } fr^m the poop bear^e NbW $\frac{1}{2}$ W.
9. 10. . . . SE. . . 10. 3. At Noon No Observⁿ Lat. A. 10. 23. S.
11. 12. 11. 4. Long. from *Johanna*, . . O. 4. E.
Little Comoro bore WNW 8 leagues.

“The *Valentine* was lost in the homeward bound passage; and only *one Journal* has been delivered in, nor is there any *Log-Book*: The *Journal* contains *no description* whatever: It is much to be regretted that they did not approach it, since, making the Island, with a fair wind, at such an hour, it might have been done without danger: *This Island* was also seen in 1607 by Capt. *Sharpeigh*, although *Purchas* has omitted that event.

“The

^a “Qu? if *outro dia* expressly means *next day*; in the Indian Dialect it rather means the day after next. D

"The *Latham's Shoal*, discovered in 1758, is in $6^{\circ}. 57'. S$, 13 leagues from a *point* of *Land*, bearing $W \frac{1}{4} N$, supposed *Zanzebar*; but I am rather inclined to think it was the *Island Monfia*, that was then in sight.

"In 1758, my Friend Com. Wilson, in the *Pitt*, saw from mast-head, the *Bassas de Patram*, in $4^{\circ}. 30'. S$, Latitude @ $0^{\circ}. 50'. E$ from *Comoro*, *Breakers* and a *dry Sand*, by the bearings about S' in extent.

"In 1760 the *Yslas de Amber* were seen by H. M. Ships *Norfolk* and *Panther*; I have laid them down in the position and extent assigned by the Hon. *Thomas Howe* in his CHART; the *sand* was visible in many places, the *Extent*, according to the bearings in the *Panther's* Journal, is only about $9'$."

In that very curious and valuable *Repository* the *British Museum*, I found an interesting Journal of a *Voyage* to this *Coast of Madagascar*, of so early a date as 1650, by *Charles Wilde*, Purser of the *Bonetto*, at which time there was an *English Settlement* on the *Island, Nossey Bey*, then called *Asada*.^a In 1779 I made an Extract of that Journal, and copied the *Chart* and *Views*; the former I published in 1784, and have now added the *Views* to that *Plate*: I shall insert an *Extract* of the *Journal* in an *Appendix* to this *Memoir*: *Wilde's* Journal contains a Plan of *Johanna*: In which *Appendix*
I shall

^a Vide Chart of *Passandava*, &c.

I shall reprint *John Thornton's* Description in 1703, collated with the *subsequent Editions*. The Editions I have are

1703	John Thornton	printed by John Howe, for the Author, at the sign of England, Scotland, and Ireland, in the Minorics.
1711	Samuel Thornton	printed by John Howe, for Samuel Thornton.
1716	.	for Rich ^d and William Mount and Thomas Page, Postern Row, on Tower Hill.
1723	.	for Thomas Page & William & Fisher Mount.
1734	.	William Mount and Thomas Page.
1741	.	D ^o .
1748	.	W. and I. Mount and Thomas Page.
1750	.	D ^o .
1755	.	D ^o . D ^o . T. and T. Page.
1761	.	D ^o . D ^o . and T. Page and Son.

In 1749 The Warren, Indiaman, Capt. Alphonsus Glover, lay a considerable time *within* the *Islands* that are off the *South part* of *Mohila*; I once saw a sketch of that part, made by some Person in this Ship, in possession of the late Capt. *Bartholomew Plaisted*, whom I met in the *Strait of Malacca* in 1763, but I had no opportunity at that time of getting a Copy, and I have never seen it since. However I shall in the *Appendix* give an Extract of the *Warren's Journal*: and have engraved a *Plan of Mohila* from *Van Keulen*: The *Compass*, in *Van Keulen*, is apparently *wrong*, I have therefore taken the *direction* from Mr. *Howe's* Chart, of the *two Rocks*, or *little Islands*, at the *extremities* of *Mohila* to ascertain the *true North Point*, but I have also marked the N^o of *Van Keulen*, which I find about 48^o. wrong: I have also a descriptive View of *Mohila*, from the late Sir *George Richardson*, Bart.; it is the original MS, drawn on the back of a leaf in his Copy of *Herbert's Directory*, which remains in my possession, not knowing to whom it should be returned: I have also a View of *Mohila*, I believe by Capt. *Mitcham*?

IT

It would be, at least, curious, to have a full Account of the *Attempt*, made before and during the period of the *Civic War* in *England*, to form a *permanent Establishment* and *Colony* on *Madagascar*, but I am afraid there are *not now existing*, Materials for such a *Work*: I have in my possession the *Tracts* published by *Hammond*, 1640, and *Boothby*, 1646; if I should find that competent Information can be obtained, I may, perhaps, be induced to insert such an *Historical View* in the *Oriental Repertory*, and possibly may add a *Translation* of a *Portuguese MS* of considerable extent, concerning *Madagascar*, although of an old date, but in such *Countries*, The *Change in Manners and Customs* even in a period of 2 or 3 *Centuries* is inconsiderable. I shall be glad of any information on this Subject, as there are many *MSS* in *England* hid in obscurity, in private Collections.

The *Wisdom of Modern Times* has, beyond doubt, ascertained that all *English Colonization* to the *Eastward* of the *Cape of Good Hope* would be *destructive*: but *Commercial Posts* with small *Forts*, or *Martello Towers*, may be highly expedient *Politically* and *Commercially*. So great a *Military Establishment* as *That* we have at present in *India* must always produce a number of *Invalids*, perfectly competent for the *Garrisons* of such *Forts* and *Towers*, which will tend greatly to promote and extend our Trade, wherever the *Expences* can be defrayed by the *Trade*, *without Territorial Possessions*,

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and such *Forts*, on Places of difficult access, which command the Shipping in the adjacent Ports, will, with fair Dealing, be quite sufficient for Protection and Security, against any evil Dispositions in the Natives, who are seldom the *Aggressors*, though a good man may suffer for the misbehaviour of another, who had before injured the Natives.

The Number of these Posts, that would be of advantage to our Commerce, and to the Natives, is beyond calculation, if all *Pomp* and *Parade* is prevented, and their Expende restrained to the smallest Sum possible: Those within certain Limits should assist each other in supplying their wants, but the authority should be confined to each Individually; the Super-Intendence of the Whole being vested in the Senior Commander, of the Vessels on the Spot: and in all the *Commercial Posts*, none should be admitted but Those who are responsible for their good behaviour to the *East India Company's* Administrations in *India*.

APPENDIX. *not for*

